AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-7. (Canceled)

8. **(New)** In a valve for a high-pressure pump of a fuel injection system for an internal combustion engine, the valve having a valve member which cooperates with a valve seat formed in a housing part in order to control a connection, the valve seat having an at least approximately conical seat face which is located at a transition of the connection from a portion of small diameter to a portion of large diameter, the improvement wherein the seat face, on its side oriented toward the portion of large diameter, is adjoined by at least one face which is more markedly inclined toward the longitudinal axis of the connection than the seat face and wherein the seat face, on its side oriented toward the portion of small diameter, is adjoined by at least one face which is less markedly inclined toward the longitudinal axis of the connection than the seat face.

9. **(New)** The valve in accordance with claim 8, wherein the face, adjoining the seat face toward the portion of the connection having the large diameter, is adjoined by at least one further face, inclined more markedly toward the longitudinal axis of the connection.

10. **(New)** The valve in accordance with claim 8, wherein the face adjoining the seat face toward the portion of the connection having the small diameter is adjoined by at least one further face, inclined less markedly toward the longitudinal axis of the connection.

11. **(New)** The valve in accordance with claim 9, wherein the face adjoining the seat face toward the portion of the connection having the small diameter is adjoined by at least one further face, inclined less markedly toward the longitudinal axis of the connection.

12. **(New)** The valve in accordance with claim 8, wherein the faces adjoining the seat face are embodied as curved convexly toward the longitudinal axis of the connection.

13. **(New)** The valve in accordance with claim 8, wherein the seat face is machined from the side of the portion of the connection having the large diameter by means of grinding and/or honing and/or metal-cutting.

14. **(New)** The valve in accordance with claim 9, wherein the seat face is machined from the side of the portion of the connection having the large diameter by means of grinding and/or honing and/or metal-cutting.

15. **(New)** The valve in accordance with claim 10, wherein the seat face is machined from the side of the portion of the connection having the large diameter by means of grinding and/or honing and/or metal-cutting.

16. **(New)** The valve in accordance with claim 12, wherein the seat face is machined from the side of the portion of the connection having the large diameter by means of grinding and/or honing and/or metal-cutting.

17. **(New)** The valve in accordance with claim 8, wherein the housing part is hardened, at least in the region of the seat face.

18. **(New)** The valve in accordance with claim 9, wherein the housing part is hardened, at least in the region of the seat face.

19. **(New)** The valve in accordance with claim 10, wherein the housing part is hardened, at least in the region of the seat face.

20. **(New)** The valve in accordance with claim 12, wherein the housing part is hardened, at least in the region of the seat face.

21. **(New)** The valve in accordance with claim 13, wherein the housing part is hardened, at least in the region of the seat face.

22. **(New)** A high-pressure pump, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines

a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 8.

23. **(New)** A high-pressure pump in accordance with claim 9, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 8.

24. **(New)** The high-pressure pump in accordance with claim 10, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 8.

25. **(New)** The high-pressure pump in accordance with claim 12, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate

with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 8.

26. **(New)** The high-pressure pump in accordance with claim 13, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 8.

27. **(New)** The high-pressure pump in accordance with claim 17, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 8.